



Over-Parking of Silicon Valley TODs – Transit Agency Perspective

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Putting Parking In Its Place for Smart Growth

New Partners for Smart Growth conference
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The Challenge

- **The Silicon Valley/Santa Clara County area has a fairly well-developed transit system, but relatively few supportive land uses.**
- **Transit improvements and new development are on the way (incl. BART to San Jose).**
- **Parking requirements often get in the way of increasing density or improving urban form.**

The Approach

- Partnership between a university (San José State) and a transit agency (VTA).
- Leverage student efforts, in-kind efforts from SJSU and VTA team members.
- Product: “A Parking Utilization Survey of Transit-Oriented Development Residential Properties in Santa Clara County”



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Principal Investigators

- **Eduardo Serafin, PE, AICP**, Adjunct Lecturer, SJSU; Tech. Program Manager, UC Berkeley ITS
- **Justin Meek, AICP**, Graduate Research Assistant, SJSU; Senior Planner, City of Marina
- **Robert Swierk, AICP**, Senior Transportation Planner, VTA
- **Ying Smith, AICP**, Transportation Planning Manager, VTA

Research Team

- Students of SJSU Urban & Regional Planning 256, Spring 2010

Project Objectives

- Survey parking utilization at TOD residential projects
- Corroborate findings of other research on the topic (e.g., Cervero, Adkins and Sullivan 2009)
- Provide **local** evidence that reduced parking standards may be permissible
- Provide relevant information for similar projects throughout the U.S.

Study Area

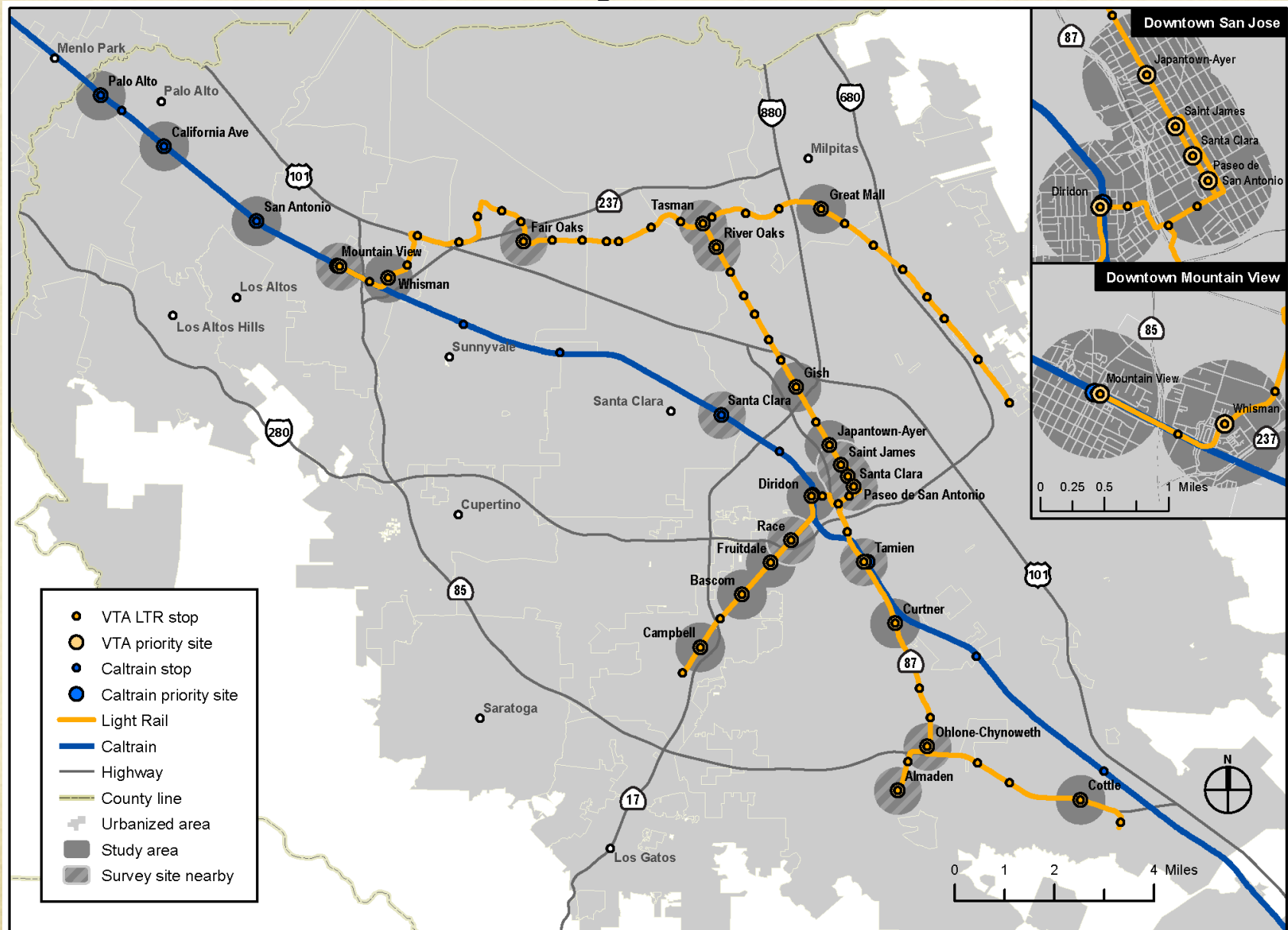


FIGURE 2 Study Area

Survey Methodology

- 12 survey sites in Santa Clara County, near Caltrain or VTA light rail stations
- Conducted mid-week (Tuesday – Thursday), peak period (between 12 and 4 a.m.)
- Key site criteria: residential, within ½ mile of rail station, surface or podium parking (no townhomes/private garages)



Key Findings

- Parking Utilization
 - 2,496 out of 9,751 spaces were unused (26%)
 - Utilization ranged from 61% to 83%
 - 1.7 spaces per dwelling unit provided, 1.3 spaces per dwelling unit used
- Demand rates near the bottom or below municipal requirements
- **Suggests that TOD residential properties near rail stations in Santa Clara County are “over-parked”**

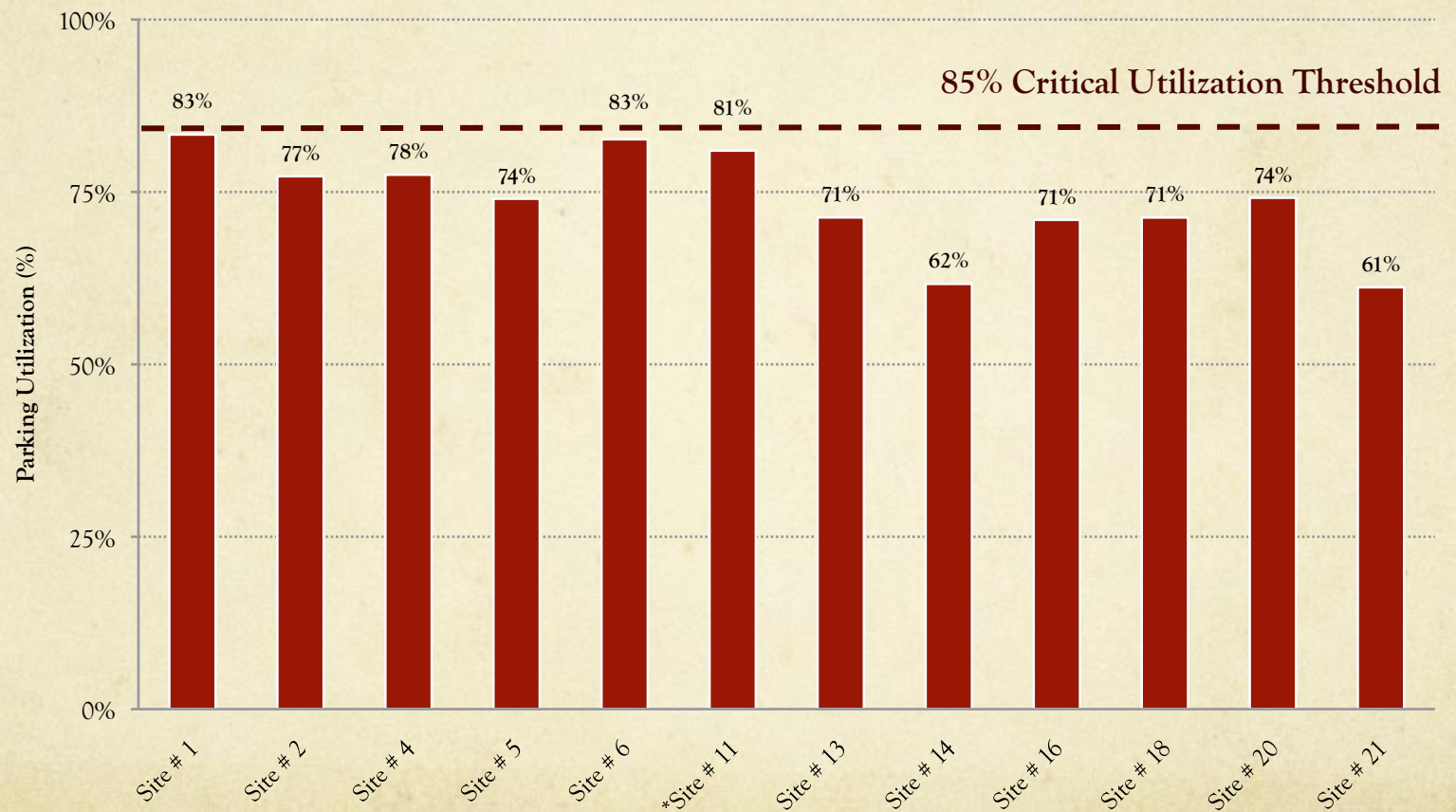
Parking Demand for Surveyed Sites Compared to Local Zoning Requirements

(Utilized Parking Spaces/Occupied Housing Units)



Parking Utilization Rates for Surveyed Sites

Utilized Parking Spaces/Total Parking Supply (%)



Policy Implications

- Reduce costs of unused parking
- Simplify local parking requirements
- Future transit expansion
- Better land use and urban form



Next Steps –

How Can a Transit Agency Influence Development?

- Further analysis:
 - Residential user surveys – rates for different unit sizes/types, auto ownership, mode choice
 - Surveys of other land uses – e.g., office
- Outreach: to local agency staff, Planning Commissions, Councils
- Transportation impact analysis of projects
- Parking in Joint Development projects

More Information

- **Robert Swierk, AICP**

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- Summary article and full report available at
www.sjsu.edu/urbanplanning/communityplanning



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